# Appendix A – Maps

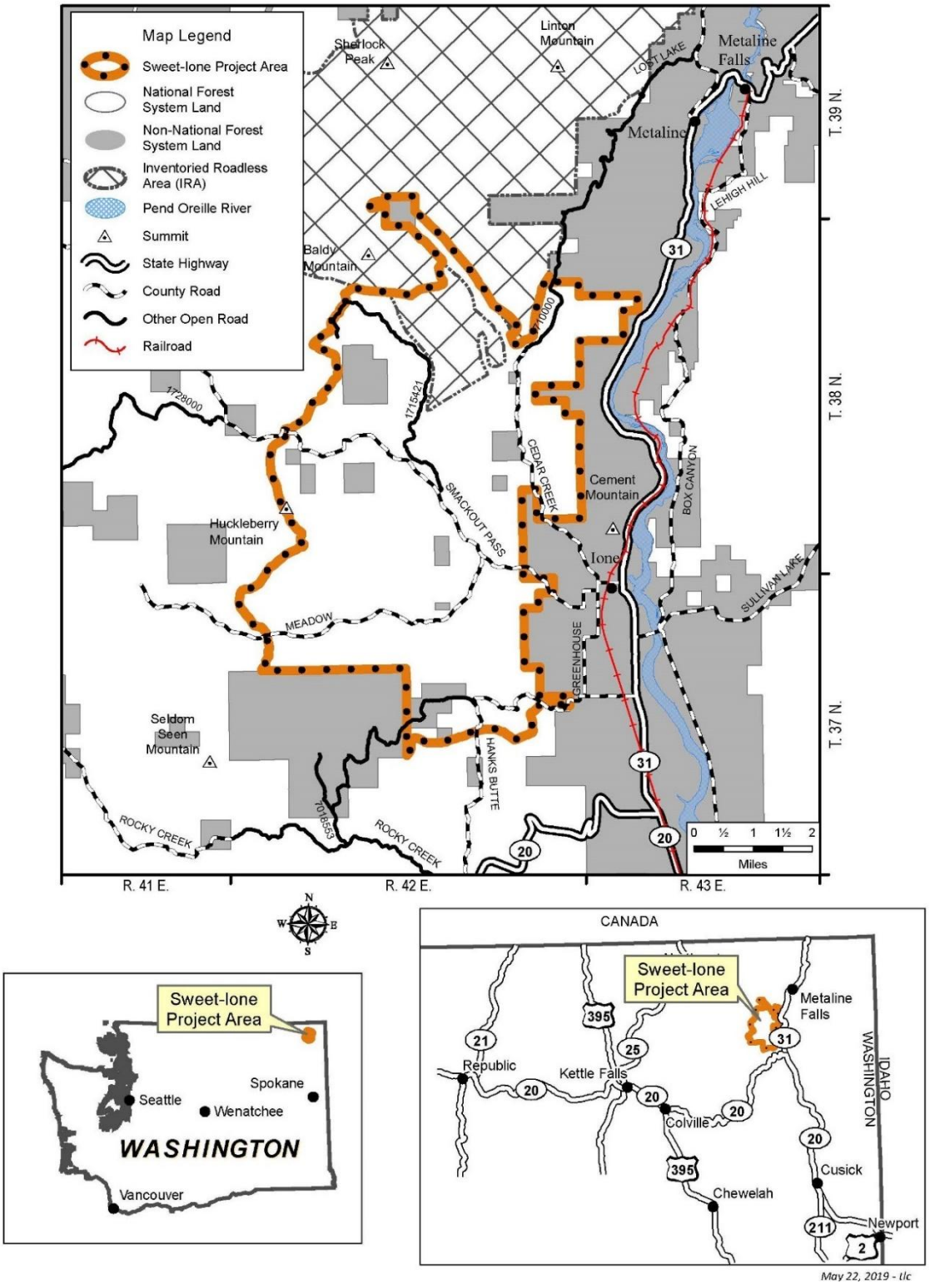


**Figure 1. Vicinity and Project Area Map**

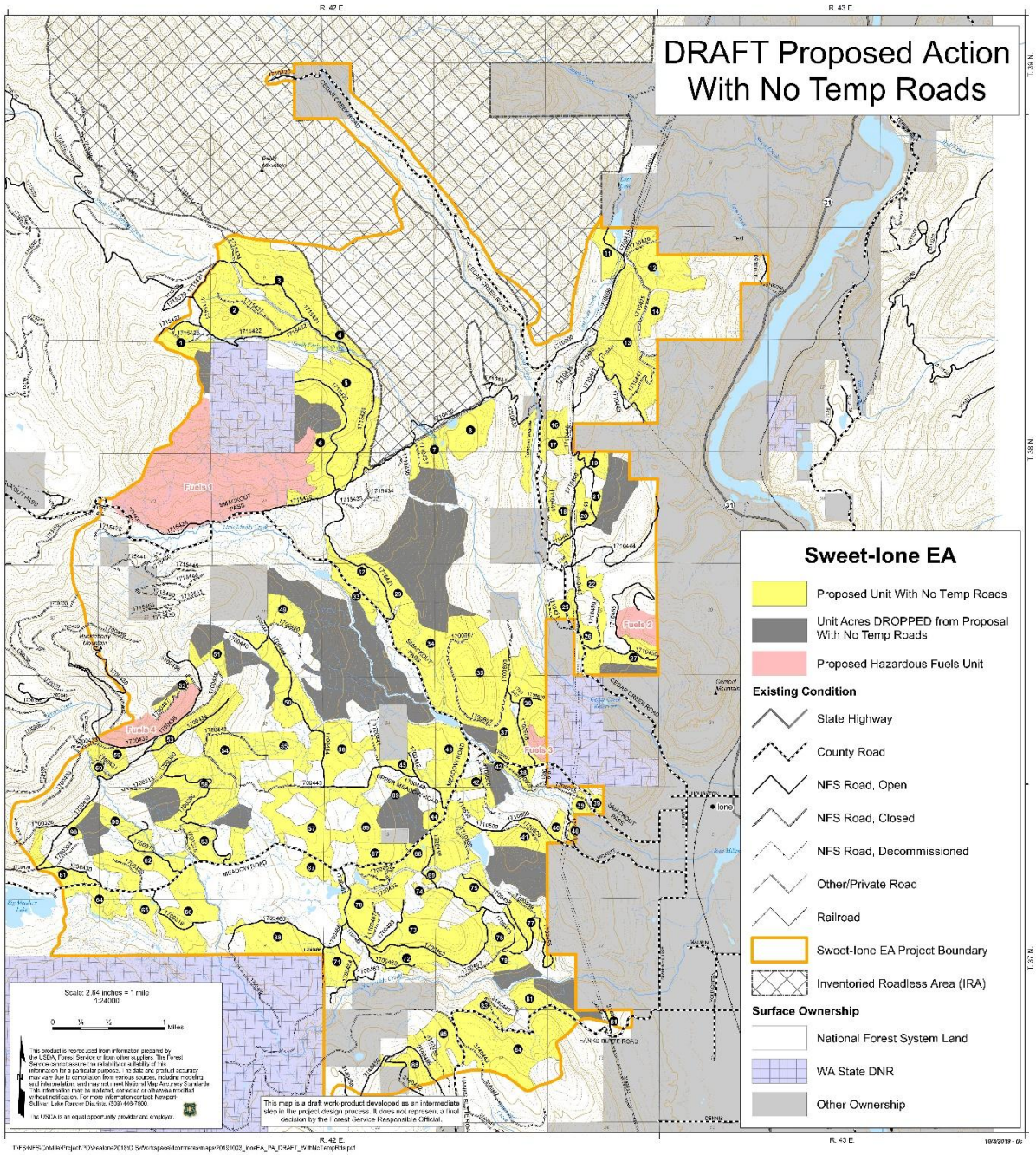


**Figure 2. Units Dropped Under a No New Roads Alternative**

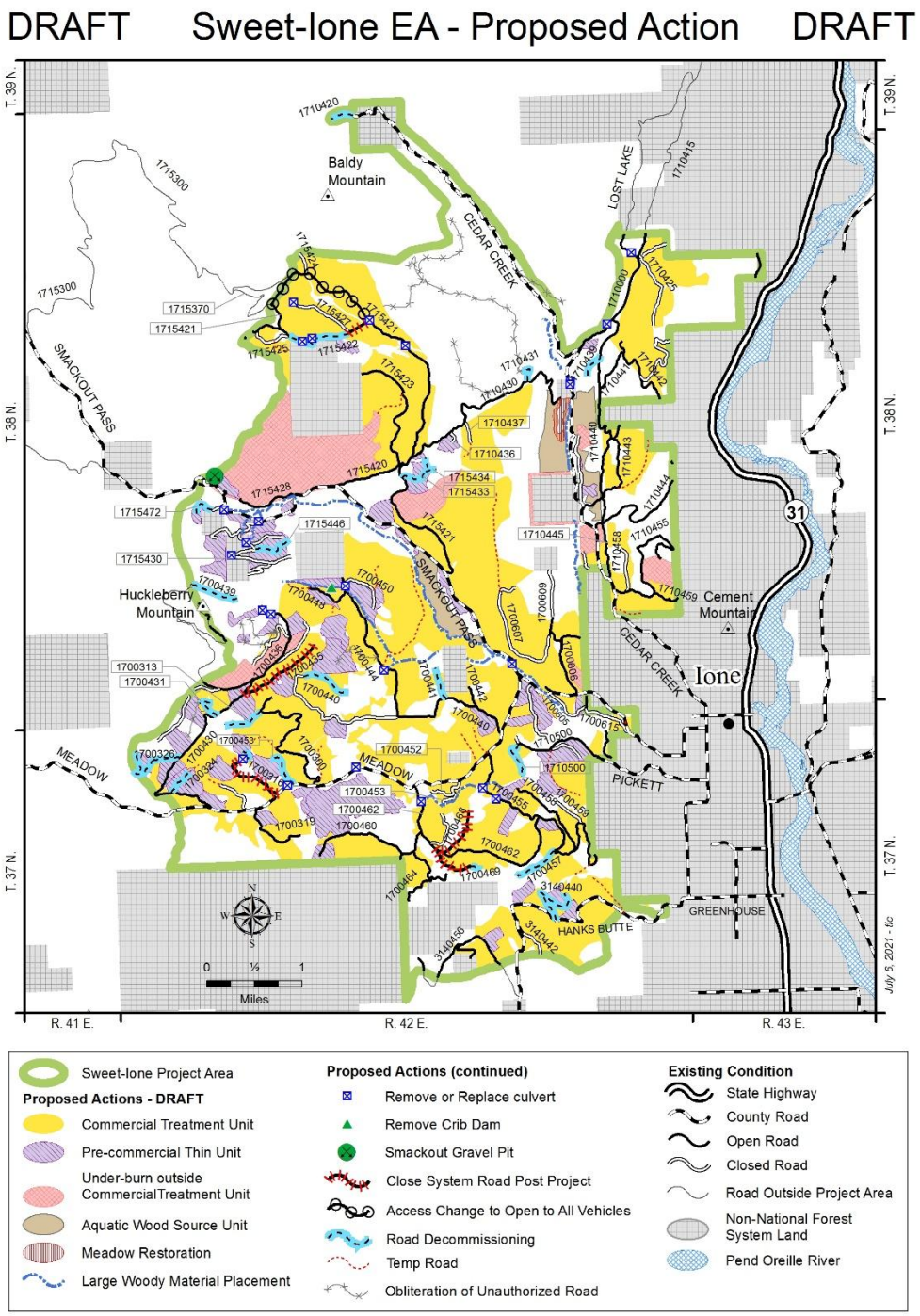


**Figure 3. Draft Proposed Action Map**

# Appendix B – Standard Practices

The following practices are considered standard operating procedures, are accepted practices that have proven effective in avoiding, minimizing, reducing, eliminating, or rectifying the effects of management activities (40 CFR 1508.22) and would be implemented upon a signed decision. The effects analyses in the environmental assessment are based on implementation of design elements, these standard practices, and best management practices.

| Nbr | Resource | Standard Practice |
|---|---|---|
| SP-1 | Air Force | **Treatment Activities**<br>Notify Air Force liaison of all harvesting, logging truck traffic, prescribed burning activities, and pre-commercial activities prior to implementation. |
| SP-2 | Air Force | **Prescriptions**<br>Coordinate and develop vegetation management prescriptions within the identified Air Force core area (e.g., traditional operating area) with the Air Force liaison. |
| SP-3 | Air Force | **Hazard Trees**<br>Remove hazard trees created by prescribed fire from static Air Force camp areas. |
| SP-4 | Aquatics | **Fire Lines**<br>Place fire lines constructed within Riparian Management Areas (RMA) on slopes in a manner that limits runoff to the greatest possible extent (e.g., avoid constructing parallel to the slope directly downhill). |
| SP-5 | Aquatics | **Fuel Treatments**<br>Except in the case of a wildfire emergency, refuel pumps and gas cans outside RMAs. Use absorbent booms, pads, or other similar materials to capture leaks or spills. |
| SP-6 | Aquatics | **Riparian Management Area**<br>Apply the Two Zone Strategy for all treatments within RMAs. Timber harvest and other silvicultural practices may occur in RMAs as necessary to attain desired conditions for aquatic and silvicultural resources. |
| SP-7 | Aquatics | Stream Crossings<br>Limit temporary road crossings of intermittent stream channels without a structure to dry or frozen conditions or install a culvert to cross while intermittent stream is flowing, according to MOU[1] guidance on culverts. This may be modified following consultation with the District Hydrologist or Fisheries Biologist and approved by the District Ranger.<br>Temporary stream crossings would be limited to no more than one per 0.5 mile of each temporary road construction. These practices may be modified following consultation with the District Aquatics Staff and approved by the District Ranger. |
| SP-8 | Aquatics | Activities that involve work that will use, divert, obstruct, or change the natural flow, bed, or banks of any stream shall be in accordance with the |

[1] Appendix A of the MOU provides design and implementation standards for common types of hydraulic activities. Appendix B of the MOU provides for implementing types of Forest Service hydraulic activities that are not described in Appendix A, or for projects that do not meet both the general provisions and the project specific provisions specified in Appendix A. For these projects the Forest Service will collaborate with WDFW to develop appropriate project design and implementation provisions on a site-specific basis.

| Nbr | Resource | Standard Practice |
|---|---|---|
| | | Memorandum of Understanding (MOU) between WDFW and the Forest Service, applicable BMPs, and appropriate hydrologist consultation. This may be modified following consultation with the district hydrologist, district fish biologist, and approved by the District Ranger. |
| SP-9 | Aquatics | Collaboration between engineering and aquatics would occur if hydrological concerns for roads are identified during layout. |
| SP-11 | Aquatics | Temporary roads within RMAs would have a maximum grade of less than 3%. Modifications may occur with coordination of aquatics specialists and approval of District Ranger. |
| SP-14 | Botany | **Sensitive Plant Protection**<br>All sensitive plant sites within 100 feet of road reconstruction or use of existing non-system roads would be flagged and avoided. |
| SP-15 | Botany | **Retain Aspen Stands**<br>Do not use aspen stands for landing or equipment corridors. Exceptions may occur following consultation with Forest Botanist and approved by the District Ranger. |
| | Botany | **Seeps**<br>Protect seeps from ground disturbance during implementation. |
| SP-16 | Fire | **Protect Cultural Resources**<br>Heavy Machinery would not be used within cultural site boundary (buffer). Use hand tools within the buffer boundary to top and scatter trees and brush less than six inches in diameter. Place vegetation piles created for burning outside of buffer boundaries. Construct a standard fire line around cultural site boundaries for prescribed fire operations. Pretreat structures with foam, water, or wrap in heat attenuating materials. Chemical fire retardants on cultural resources or artifacts is prohibited due to its corrosive nature (Winthrop 2004). Additional site protection methods may be implemented at the discretion of fire personnel to fit the unique conditions of each site location to protect cultural resources. |
| SP-21 | Heritage | **Cultural Resource Protection**<br>Avoid all historic properties identified via GIS data during implementation (notify Heritage Program personnel of sites discovered that are not identified via GIS data). An area of protection (buffer) is included in the boundary represented in the implementation GIS layer. |
| SP-22 | Heritage | **Cultural Resource Protection**<br>All equipment must stay out of identified cultural resource site boundaries. |
| SP-23 | Heritage | **Cultural Resource Protection**<br>Fell trees away from cultural site buffer. |
| SP-24 | Heritage | **Cultural Resource Protection**<br>The inadvertent discovery of historic properties during implementation requires operations to cease within the vicinity of the site. Implementation personnel will notify the forest archaeologist of the discovery. The forest archaeologist or authorized Heritage Program personnel will investigate, record, and provide mitigation measures for the protection of the site. Work cannot proceed without Heritage Program clearance. |
| SP-25 | Heritage | **Decommission Roads**<br>A qualified Heritage Program specialist is required to monitor |

| Nbr | Resource | Standard Practice |
|---|---|---|
| | | decommissioned roads adjacent to (within 100 feet) an historic site. |
| SP-26 | Invasive Plants | **Invasive Species Prevention**<br>Pressure wash all off road and construction equipment to remove soil and seed prior to entering the project area and when moving from an infested area to a weed-free area or system road. |
| SP-27 | Invasive Plants | **Invasive Species Prevention**<br>Reclaim and rehabilitate impacted areas in landings and skid trails for rapid recovery and prevention of future erosion and non-native invasive plant infestation. Clear slash and debris from landings and revegetate with native species. |
| SP-28 | Invasive Plants | **Invasive Species Prevention**<br>Require weed-free gravel for road restoration, reconstruction, and landing construction. |
| SP-29 | Invasive Plants | **Invasive Species**<br>Early detection and rapid response should be integrated with all land management activities to eradicate, control, contain or suppress invasive species including plants; vertebrate and invertebrate animals; and fish, wildlife, and vegetation disease pathogens. Consultation with Contract Specialist and Range Management Specialist will occur as to appropriate timing of method and when treatment and closure/decommissioning occurs. |
| SP-30 | Range Management | **Infrastructure Protection**<br>Project activities (e.g., harvest, prescribed fire) should not damage rangeland improvements. The project contract shall include repairing improvements which are damaged during project activities as soon as possible, and prior to May 15. |
| SP-31 | Range Management | **Fuel Treatments**<br>Grazing permittees would be notified prior to implementing any prescribed fire or pile burning within the project area by district fire staff. |
| SP-32 | Range Management | **Access**<br>All gates located in fences and next to cattle guards within the project area would be left in the condition they are found. If the gate is found closed, it would be closed immediately after pass through in order to keep permitted livestock in the appropriate pasture. If gates are found open, they would remain open. |
| SP-33 | Range Management | **Landings**<br>Log landings would be placed on an area other than a grass/forage meadow to avoid project conflicts with livestock management and to allow utilization of forage by livestock. Modifications may occur following consultation with a Range Specialist. |
| SP-34 | Range Management | **Access**<br>Permittees would continue to be allowed motorized access to allotment for completing herd management, range improvements, maintenance and salting activities. |
| SP-35 | Recreation | **Holiday Restriction**<br>All mechanical operations (logging, grapple piling, etc.) hauling of timber, or moving equipment would be prohibited during special events and on the following holiday weekends: Memorial Day, Labor Day, and the Fourth of July which includes July 3rd and July 5th. Exceptions would be |

| Nbr | Resource | Standard Practice |
|---|---|---|
| | | coordinated with District Recreation Specialist and approved by the District Ranger. |
| SP-36 | Recreation | **Dispersed Campsite Use**<br>Use of dispersed campsites (including high-value dispersed sites) as landings would be coordinated with the district recreation specialist and pre-approved by the District Ranger. After harvest and fuel treatments are complete, perform cleanup of any dispersed campsites located within the harvest units. Remove slash from the campsite core (fire ring, parking area, tent area), and level soils disturbed by equipment operation.<br>Use of campsites for overnight occupancy by timber sale purchasers or other contractors would require a permit. |
| SP-37 | Recreation | **Dispersed Campsite Access**<br>Minimize or avoid project-related use of public access routes to dispersed campsites.<br>If necessary, restore access routes to their pre-project condition. Only those access routes leading to dispersed campsites located within 300 feet of a road open to motorized use on the forest's Motor Vehicle Use Maps (MVUM) would need to be restored. Routes leading to campsites greater than 300 feet from a road and not shown as open to motorized use on the MVUM could be closed. |
| SP-38 | Recreation | **Snowmobile Trailheads and Parking Areas**<br>Snowmobile trailheads and parking areas should remain open to the public and not be used for landings or staging areas or blocked in any manner. Any exceptions would need to be coordinated with the District Recreation Specialist and approved by the District Ranger well in advance to allow for notification of the public and coordination with Washington State Parks and local snowmobile clubs prior to the snowmobiling season |
| SP-40 | Roads | **Temporary Roads:**<br>a. Needed for longer than one operating season require stream crossings be built to standard (per MOU with WDFW for compliance with Clean Water Act) and follow Best Management Practices (BMPs).[2]<br>b. Recognizing the continued need for post-harvest treatments occurring post commercial treatment, obliterate[3] the entire length of temporary roads within five years or following post-harvest activities (e.g., Ladder Fuel Reduction, grapple piling, pile burning), whichever is sooner.<br>c. Close the entrance upon completion of construction to prevent establishment of motorized public access. |

[2] Stream crossings follow WDFW MOU and Clean Water Act requirements regardless of length of time in use and standards for category of crossing (permanent/long term or temporary/short term). Temporary crossings are not synonymous with temporary roads. On temporary roads, all crossings would be removed post-project and streams returned to pre-project condition regardless of category (temporary = one dry season or permanent = >1 year). Choose routes to minimize stream crossings.

[3] Obliteration: all culverts removed, stream channels and draws returned to natural historic condition (e.g., function, character, and contour) decompact road prism to a minimum depth of 18" and contour to surrounding topography, covered with logging slash or debris and planted. Contact a qualified hydrologist of soil scientist for technical needs relative to re-stabilizing for hydrologic or soil concerns.

| Nbr | Resource | Standard Practice |
|---|---|---|
| | | d. Roads would remain closed to motorized public access during both commercial and post-commercial activities<br>e. Highest priority temporary roads for closing are those accessing sensitive resources (e.g., aquatic/riparian sites, cultural sites, sensitive species habitat). |
| SP-41 | Roads | **Maintenance Level 1 (ML1) Roads:**<br>a. Retain admin access on closed roads (gated to public access) for post-harvest activities (e.g., fuels reduction/Rx fire/planting) until the action is completed.<br>b. Then, in most cases, hydrologically stabilize[4] and close entrance effectively (e.g., berms, plantings, obliteration[5]). |
| SP-42 | Roads | **Decommission Roads**<br>Render roads proposed for decommissioning undrivable through a variety of methods such as, but not limited to, decompaction (e.g., sub-soiling/bucket munch), re-contouring, and removing culverts. |
| SP-43 | Sensitive Plants | **Sensitive Plant Protection**<br>Minimize impacts to sensitive plant populations from road-related activities by implementing "no operation" buffers around sensitive plants; reduce extent of ripped road prism adjacent to sensitive plant populations; or use natural materials to create barriers to plant disturbance. |
| SP-44 | Sensitive Plants | **Sensitive Plant Populations**<br>The Forest Botanist will provide maps of known sensitive plant populations within the project area to be reviewed prior to each implementation season. Changes to vegetation management treatments would be coordinated with Silviculturist and Timber Sale Contracting Officer and approved by the District Ranger. |
| SP-45 | Sensitive Plants | **Seed Source**<br>Native and weed-free seed would be used for revegetation of disturbed areas (e.g., skid trails, landings, and deck sites). Locally collected native plant materials are the first choice in revegetation, but non-native, non-invasive plant species may also be used (USDA FS 2008). A recommended seed mix is provided in appendix B of the botany report; should availability be an issue, contact the Forest Botanist and an alternative seed mix can be agreed upon. |
| SP-46 | Sensitive Plants | **Sensitive Plants - Culverts**<br>Notify the Forest Botanist of culverts identified for replacement. Botanical surveys need to be completed for sensitive species prior to implementation of aquatic organism passage replacements. |
| SP-47 | Sensitive Plants | **Sensitive Plant Protection**<br>Any sensitive plant populations found prior to or during implementation |

[4] Hydrologically stabilized roads minimize road erosion and road hydrologic connectivity to the stream system. Practices could include, but are not limited to, removal of culverts and fill material that present an unacceptable risk of failure or flow diversion, and suitable measures to ensure the road surface will intercept, collect, and remove water from the road surface in a manner that reduces concentrated flow in ditches, culverts, and over fill slopes and road surfaces without frequent maintenance.

[5] Entrance Obliteration: decompact road prism to 18" depth for a minimum of 300' or sight distance (whichever is greater) and contour to surrounding topography, cover with slash, possibly plant, and outslope, recontour, or both.

| Nbr | Resource | Standard Practice |
|---|---|---|
| | | would be protected using design elements appropriate for the species through coordination with the Forest Botanist and approved by the District Ranger. |
| SP-48 | Silviculture | **Slash Piles**<br>Slash piles composed of a majority of lodgepole or ponderosa pine, which are at risk to create or continue the spread of bark beetles, should be burned, trampled with heavy machinery, chipped, lopped and scattered into small pieces, or otherwise removed from the site or mitigated by December 15 of each year where feasible. Fresh pine slash created by winter operations should be treated prior to beetle emergence, June 1. |
| SP-49 | Silviculture | **Cultural Resource Sites**<br>Screening vegetation would be left in place between cultural resource sites (as identified by the Forest Archaeologist) and all adjacent roads to obscure site locations. |
| SP-50 | Soils | **Limit Detrimental Soil Conditions**<br>The total acreage of all detrimental soil conditions should not exceed 20% of the total acreage within the activity area including landings and system roads. Applies to all management activities: timber harvest, fuel reduction, and prescribed fire. |
| SP-51 | Soils | **Limit Detrimental Soil Conditions**<br>Skid trail spacing must be specified in the timber sale/stewardship contract as follows. Applies to timber harvest and fuel reduction activities.<br>**Skid Trail Spacing:** 100 feet apart edge-to-edge, except when converging at landings or avoiding obstacles.<br>**Forwarder Trails:** 50 feet apart edge-to-edge except when converging at landings or avoiding obstacles. Four to eight inches of uncompacted slash should cover forwarder trails.<br>**Tether Assisted Machine Cutting/Bunching:** 50 feet apart-edge to-edge, except when converging at landings or avoiding obstacles. |
| SP-52 | Soils | **Limit Detrimental Soil Conditions – Felling/Skidding**<br>Skidding/forwarding equipment must travel on designated trails. When feasible, re-use old skid trails. Felling equipment should concentrate use on skid trails/forwarder trails and should travel in an efficient manner with limited passes off trails. Applies to timber harvest and fuel reduction activities. |
| SP-53 | Soils | **Limit Detrimental Soil Conditions - Slope**<br>Slope limitations for ground-based equipment are as follows and applies to timber harvest and fuel reduction activities using mechanical equipment:<br>Rubber-tired skidders should be limited to slopes less than 35%. Short slope lengths may be steeper, at the discretion of sale administrators. Adverse skidding with rubber-tired skidders is limited to slopes less than 20%.<br>Feller bunchers, harvester-forwarder systems, and other tracked heavy equipment should be limited to slopes less than 45%. Short slope lengths may be steeper.<br>Tethered assisted steep slope machines (SSM) should be limited to slopes less than 70%. SSM should be tethered on slopes greater than 45% and use adequate cable tension. Tethered equipment shall remain on the designated trails. SSM equipment and practices should conform to Washington State |

| Nbr | Resource | Standard Practice |
|---|---|---|
| | | Department of Labor and Industries Technical Report Number 98-02-2019.<br>Treatment units where SSMs will be used for implementation should be evaluated for geologic instability. At this time there shall be no tethering of rubber-tired skidders due to the lack of soil disturbance monitoring information for that logging system. |
| SP-54 | Soils | **Limit Detrimental Soil Conditions - Soil Moisture**<br>Minimize compaction, rutting, and erosion by avoiding activities during wet conditions. Ground based equipment would operate on relatively dry soils of high soil strength. Rutting exceeding soil quality standards should be remediated. The Field Guide to Soil Moisture Conditions Relative to Operability of Logging Equipment (Rust 2005) should be used to determine soil trafficability. |
| SP-56 | Soils | **Re-establish Soil Productivity – Landings and Temporary Roads**<br>Decompact landings and temporary roads to restore hydrologic function. Temporary roads should be re-contoured for their entire length. Landings should also be re-contoured where substantial earthwork has occurred. Applies to all timber harvest activities. |
| SP-57 | Soils | **Re-establish Soil Productivity – Excavated Skid Trails**<br>Excavated skid trails would be repaired in a manner that maintains soil hydrologic function and soil productivity. Repair should decompact the running surface of the skid trail and re-establish the contour of the slope. Soil cover would be re-established to at least 50%. Site should be evaluated for seeding and/or planting. |
| SP-58 | Soils | **Prevent Detrimental Soil Conditions**<br>In commercial harvest units, keep follow-up fuel treatment machinery on designated skid trails except for limited passes off designated skid trails. Fuel reduction machinery (i.e., masticators and piling equipment) should be tracked equipment having a ground pressure rating of 8 psi[6] or less and with an articulating arm capable of reaching 15 feet. Applies to fuel reduction and silvicultural activities. |
| SP-59 | Soils | **Reduce Soil Erosion and Promote Soil Productivity**<br>Retain fine and coarse organic matter on top of the soil. Soil cover should exceed 35%, and preferably 50%. Treatment units should be maintained with between 3 to 25 tons per acre of coarse woody material (defined for soil resources as woody material greater than 3 inches in diameter). Applies to all timber harvest, fuel reduction, and silvicultural activities. |
| SP-60 | Soils | **Maintain Organic Matter**<br>Target machine pile size to 15 feet in diameter and 10 feet in height outside of landings. Applies to all fuel reduction and silvicultural activities. |
| SP-61 | Soils | **Maintain Soil Productivity**<br>Native topsoil should be used where practical to meet restoration project objectives. |
| SP-62 | Soils | **Prevent Soil Erosion**<br>Water bars would be installed during fire line construction following guidelines in Fireline Water bar Guidelines for Prescribed Fires (Jimenez 2013) and would be described in Element 5 and Element 9 of the burn |

[6] Pounds per square inch

| Nbr | Resource | Standard Practice |
|---|---|---|
| | | plan(s). Applies to prescribed fire operations. |
| SP-63 | Special Uses | **Utility Corridors**<br>Do not construct landings within utility corridors. |
| SP-64 | Wildlife | **Newly Discovered TES Species and Biological Sites**<br>If a threatened, endangered, or sensitive wildlife species is observed in the project area, or if a previously unknown wildlife activity site (e.g., raptor nest, large carnivore den, wolf rendezvous site, cave, mine) is discovered, consult the District Wildlife Biologist on measures that may be necessary to protect the species or site. |
| SP-65 | Wildlife | **Snags and Coarse Woody Debris**<br>Retain snags that are 10+ inches Diameter at Breast Height (DBH) except those that must be felled within new road or equipment corridors, log landings, or for worker safety. When trees must be felled, retain all 14+ inch bole pieces on site to contribute to down log levels, as feasible.<br>Retain existing down logs that are 14+ inches at the large end, in 33+ foot pieces. Retain additional logs to meet the desired levels of coarse woody debris in the Forest Plan. |
| SP-66 | Wildlife | **Biological Legacies**<br>Retain up to 12 live trees per acre (14+ inches DBH) from the following list:<br>hollow trees (grand fir, western larch, western red cedar),<br>trees with broken tops, dead tops, or heart rot fungi such as Indian paint,<br>trees with woodpecker cavities/excavations, trees with broom rusts (spruce, subalpine fir, grand fir), *Elytroderma* brooms (ponderosa pine), or dwarf mistletoes (western larch, Douglas fir),<br>open-grown "wolf trees" with full, spreading crowns. |
| SP-67 | Wildlife | **Hardwoods**<br>Retain hardwood trees except those that must be cut down within new road or equipment corridors, log landings, or for worker safety. |
| SP-68 | Wildlife | **Riparian Management Areas (RMAs)**<br>Complete timber harvest and other vegetation treatments within RMAs only as necessary to attain desired conditions for aquatic and riparian resources. Retain a high degree of residual overhead canopy closure (target 60%), where appropriate and healthy preferred species are available, averaged over that portion of a harvest unit within an RMA. Some touching, rubbing, and inter-locking of crowns is expected in the harvested stand. |
| SP-69 | Wildlife | **Roads**<br>Monitor all closed roads for 5 years. If a road is receiving unauthorized motorized use, implement actions necessary to improve the effectiveness of the closure. |
| SP-70 | Wildlife | **Roadside Hiding Cover**<br>Hiding cover is defined as vegetation or topography capable of concealing 90 percent of an elk at 200 feet. Where the opportunity exists, retain strips, patches of shrubs, and trees to provide hiding cover along open roads adjacent to created openings (i.e., shelterwood and mixed harvest units). To the extent feasible, maintain this cover during post-harvest activities. |

| Nbr | Resource | Standard Practice |
|---|---|---|
| SP-71 | Wildlife | **Wildlife Piles**<br>Where the risk of bark beetle spread is low, leave up to 10 percent of machine piles unburned, preferably away from roads and in wet low lying areas. Ideally, retained piles would consist of at least 3-5 layers of larger (9-14 inch) logs crisscrossed, or lain lengthwise in triangular groupings of 3 logs. Cover the top with a few layers (about 2-3 feet) of branches and other small material. |

# Appendix D – Road Management

| Road Number | Draft Proposed Road Miles | Final Proposed Road Miles | Draft Proposed Action | Comment EA Proposed Action | Rationale for Decision |
|---|---|---|---|---|---|
| Existing NFS Roads | | | | | |
| 1700300 | 2.09 | | Close - due illegal wood cutting, aquatics issues, low use | Keep open | Based on public input - for recreation and forest product purposes |
| 1700313 | 0.44 | | Decommission | Decommission | Low access needs, aquatic concerns |
| 1700315 | 0.43 | | Decommission | Decommission | Aquatic and wildlife concerns |
| 1700316 | 0.79 | | Close | Close | Aquatic and wildlife concerns |
| 1700316 | 0.15 | | Close | Decommission | Aquatic and wildlife concerns, low access needs |
| 1700319 | 0.76 | | Close - aquatic and wildlife concerns | Keep open | Based on public input - for recreation purposes |
| 1700320 | 0.45 | | No change | Keep open | Access needs |
| 1700324 | 0.31 | 0.30 | Decommission | Decommission | Low access needs, aquatic concerns |
| 1700326 | 0.28 | | Close | Decommission | Aquatic and wildlife concerns |
| 1700326 | 0.55 | 0.54 | Close | Decommission | Aquatic and wildlife concerns |
| 1700430 | 3.42 | | No Change | No change | Open |
| 1700431 | 0.35 | | Decommission | Decommission | Aquatic and wildlife concerns, low access needs |
| 1700433 | 0.83 | | No change | No change | Closed at MP 0.5 to allow access to 1700420 and 1700422 |
| 1700435 | 0.95 | 0.95 | Close | Close | Aquatic and wildlife concerns |
| 1700436 | 1.17 | 0.17 | Close | Open | Kept open based on public input - launch point for search and rescue, fire lookout during fire operations, turn around spot and proposed closure was |

| Road Number | Draft Proposed Road Miles | Final Proposed Road Miles | Draft Proposed Action | Comment EA Proposed Action | Rationale for Decision |
|---|---|---|---|---|---|
| | | | | | <0.25 mile |
| 1700437 | 0.05 | | No change | No change | Closed earthen berm at MP 0.039 |
| 1700438 | 0.78 | | No change | No change | Closed earthen berm |
| 1700439 | 0.54 | | No change | No change | Closed earthen berm |
| 1700440 | 0.56 | 0.56 | Decommission | Decommission | Aquatic and wildlife concerns |
| 1700440 | 0.97 | | No change | No change | Closed earthen berm |
| 1700441 | 0.42 | 0.35 | Decommission | Decommission | Decom behind existing earthen berm. Benefits wildlife, aquatic concerns, low access needs |
| 1700442 | 1.75 | | No change | No change | ML 2 |
| 1700444 | 0.51 | | No change | No change | Continue as private road |
| 1700448 | 0.54 | 0.12 | Close | Open | Kept open as proposed closure was <0.25 mile with no specific concerns identified |
| 1700450 | 0.41 | 0.20 | Decommission | Open | Kept open as proposed decom was <0.25 mile with no specific concerns identified |
| 1700453 | 0.32 | 0.25 | Decommission | Decommission | Naturally closed, decom will benefit wildlife and aquatic concerns |
| 1700455 | 3.02 | | No change | No change | Road ends at private road |
| 1700457 | 0.56 | 0.49 | Decommission | Decommission | Benefits wildlife, aquatic concerns, low access needs |
| 1700458 | 0.99 | | Close | Open | Access needs |
| 1700459 | 0.35 | | Decommission | Open | Access needs |
| 1700460 | 1.10 | | No change | No change | DNR easement |
| 1700462 | 2.39 | | No change | No change | DNR easement |
| 1700463 | 0.29 | | No change | No change | ML2 |
| 1700464 | 0.79 | 0.08 | Decommission | Open | Kept open as proposed decom was <0.25 mile with no specific concerns identified |

| Road Number | Draft Proposed Road Miles | Final Proposed Road Miles | Draft Proposed Action | Comment EA Proposed Action | Rationale for Decision |
|---|---|---|---|---|---|
| 1700466 | 0.45 | | No change | No change | DNR easement |
| 1700467 | 0.49 | | No change | No change | ML2 |
| 1700468 | 0.59 | | Decommission or Close | Close | Wildlife benefits, aquatic concerns, access needs |
| 1700469 | 0.62 | 0.10 | Decommission | Decommission | Wildlife benefits, aquatic concerns |
| 1700469 | | 0.51 | Close | Close | Wildlife benefits, aquatic concerns, access needs |
| 1700600 | 0.63 | | No change | No change | Boulders in place |
| 1700600 | 0.05 | | No change | No change | Boulders in place |
| 1700605 | 0.40 | | No change | No change | Closed earthen berm |
| 1700606 | 0.77 | 0.24 | Close | Open | Kept open as proposed closure was <0.25 mile with no specific concerns identified |
| 1700607 | 0.23 | 0.22 | No change | No change | Closed earthen berm at MP 0.2 |
| 1700607 | 1.48 | | Close | No Change | Closed earthen berm at MP 0.2 |
| 1700609 | 0.50 | | No change | No change | Maintain access to Cedar Creek Pit |
| 1700609 | 0.17 | | No change | No change | Closed earthen berm at MP 0.2 |
| 1700610 | 0.11 | | Close | NA | Access needs |
| 1700615 | 0.52 | | Decommission | NA | Access needs |
| 1710000 | 1.20 | | No change | NA | Dropped from consideration with unit change |
| 1710410 | 0.11 | | Decommission | NA | Dropped from consideration with unit change |
| 1710411 | 0.55 | | No change | NA | Dropped from consideration with unit change |
| 1710415 | 0.47 | | No change | No change | BPA easement |
| 1710420 | 0.25 | | Decommission | Decommission | Improve watershed condition |
| 1710425 | 0.86 | | Decommission | NA | Access needs |
| 1710426 | 0.36 | | Close | NA | Access needs |

| Road Number | Draft Proposed Road Miles | Final Proposed Road Miles | Draft Proposed Action | Comment EA Proposed Action | Rationale for Decision |
|---|---|---|---|---|---|
| 1710430 | 2.52 | | No change | No change | No FS access across private lands |
| 1710431 | 0.20 | 0.22 | Decommission | Decommission | Benefits wildlife, aquatic concerns, low access needs |
| 1710436 | 0.12 | 0.13 | Decommission | Closed | Kept closed as proposal to decom was <0.25 mile |
| 1710437 | 0.25 | 0.23 | Decommission | Closed | Kept closed as proposal to decom was <0.25 mile |
| 1710439 | 0.35 | 0.29 | Decommission | Decommission | Benefits wildlife, aquatic concerns, low access needs |
| 1710440 | 2.23 | | No change | No change | Access needs |
| 1710441 | 0.67 | | No change | No change | Access needs |
| 1710442 | 0.85 | | Decommission | NA | Access needs |
| 1710443 | 1.10 | | Close | NA | Access needs |
| 1710444 | 1.31 | | No change | No change | Access needs |
| 1710445 | 0.90 | | Close | NA | Powerline easement |
| 1710446 | 0.72 | | No change | No change | ML2 |
| 1710447 | 0.98 | | Decommission | NA | Access needs |
| 1710448 | 0.11 | | Close | NA | Access needs |
| 1710451 | 0.20 | | No Change | No change | ML2 |
| 1710455 | 1.89 | | No Change | No change | ML2 |
| 1710458 | 0.50 | | Decommission | NA | Access needs |
| 1710459 | 0.30 | | Decommission | NA | Access needs |
| 1710500 | 1.00 | | Close | NA | Access needs |
| 1710500 | 0.45 | 0.43 | Decommission | Decommission | Improve watershed condition |
| 1710501 | 0.37 | | Close | NA | Powerline access needs |
| 1710510 | 0.02 | | Decommission | NA | Access needs |
| 1710520 | 0.04 | | Decommission | NA | Access needs |
| 1710530 | 0.32 | | NA | No change | ML1 |
| 1715370 | 0.09 | | No change | No change | ML1 |
| 1715420 | 0.04 | | No change | No change | ML2 |
| 1715421 | 0.77 | 1.48 | NA | MVUM Change - open to all vehicles | Vehicle access changed to accommodate OHV as decommissioning existing OHV route on |

| Road Number | Draft Proposed Road Miles | Final Proposed Road Miles | Draft Proposed Action | Comment EA Proposed Action | Rationale for Decision |
|---|---|---|---|---|---|
| | | | | | 1715422 |
| 1715422 | 5.08 | 0.76 | Decommission | Decommission | Aquatic concerns |
| 1715422 | 1.36 | 0.27 | Decommission | Close | Aquatic concerns |
| 1715423 | 1.49 | | No Change | No change | ML2 |
| 1715424 | 0.24 | | Close | NA | End of road accesses Three Rivers District |
| 1715425 | 0.44 | 0.09 | Decommission | Open | Kept open as proposed decom was <0.25 mile with no specific concerns identified |
| 1715427 | 0.74 | 0.11 | Decommission | Open | Kept open as proposed decom was <0.25 mile with no specific concerns identified |
| 1715428 | 0.68 | 0.15 | Decommission | Open | Kept open as proposed decom was <0.25 mile with no specific concerns identified, |
| 1715430 | 1.07 | | No change | No change | ML2 |
| 1715432 | 0.09 | | No change | No change | ML2 |
| 1715433 | 0.46 | 0.46 | Decommission | Decommission | Benefits wildlife, aquatic concerns, low access needs |
| 1715434 | 0.18 | 0.12 | Decommission | Decommission | Benefits wildlife, aquatic concerns, low access needs |
| 1715435 | 0.08 | | No change | No change | ML2 |
| 1715440 | 0.28 | | No change | No change | ML1 |
| 1715445 | 0.38 | | No change | No change | ML1 |
| 1715446 | 0.43 | 0.43 | Decommission | Decommission | Benefits wildlife, aquatic concerns, low access needs |
| 1715451 | 0.20 | | No change | No change | ML1 |
| 1715455 | 0.08 | | No change | No change | Vaagen easement |
| 1715472 | 0.40 | | Close | NA | Access private property |
| 1715472 | 0.40 | 0.27 | Decommission | Decommission | Benefits wildlife, aquatic concerns, low access needs |
| 3100050 | 0.28 | | No change | No change | ML2 |
| 3140420 | 0.12 | | | | Renshaw Decision |
| 3140420A | 0.04 | | | | Renshaw Decision |

| Road Number | Draft Proposed Road Miles | Final Proposed Road Miles | Draft Proposed Action | Comment EA Proposed Action | Rationale for Decision |
|---|---|---|---|---|---|
| 3140440 | 0.85 | 0.82 | Decommission | Decommission | Closure breached by OHV; Benefits wildlife, aquatic concerns, low access needs |
| 3140442 | 0.32 | | | | Renshaw Decision |
| 3140442 | 0.09 | | No change | No change | ML1 |
| 3140452 | 0.29 | | No change | No change | Access private property |
| 3140456 | 1.22 | | | | Renshaw Decision |
| 3140456 | 1.22 | | | | Renshaw Decision |
| 3140458 | 0.50 | | | | Renshaw Decision |
| 7018235 | 0.03 | | No Change | No change | ML1 |
| 7018560 | 0.37 | | | | Renshaw Decision |
| Proposed New and Temporary Roads | | | | | |
| n48 | 1.3 | | New | Temp | To be consistent with CFLRP guidelines |
| n28 | 1.2 | | New | NA | Dropped proposed unit 9; road no longer needed |
| t1 | | 0.22 | NA | Temp | Need for access in unit 1 |
| t17 | 0.12 | | Temp | NA | Dropped when proposed unit 17 was dropped |
| t21 | 0.68 | 0.68 | Temp | Temp | Need for access to proposed unit 21 |
| t23 | 0.42 | | Temp | NA | Dropped when proposed unit 23 was dropped |
| t24 | 0.14 | | Temp | NA | Dropped when proposed unit 24 was dropped |
| t27 | 0.32 | 0.32 | Temp | Temp | Need for access to proposed unit 27 |
| t28 | 1.2 | | Temp | NA | Dropped when proposed unit 18 was dropped |
| t29 | 1.06 | 1.06 | Temp | Temp | Need for access to proposed units 29 and 34 |

| Road Number | Draft Proposed Road Miles | Final Proposed Road Miles | Draft Proposed Action | Comment EA Proposed Action | Rationale for Decision |
|---|---|---|---|---|---|
| t30 | 0.35 | | Temp | NA | Dropped when proposed unit 30 was dropped |
| t37 | 0.27 | | Temp | NA | Dropped with proposal to reroute county road 2714 |
| t39 | | 0.06 | NA | Temp | Needed to access deck site off county road |
| t41 | 0.66 | 0.66 | Temp | Temp | Need for access to proposed unit 41 |
| t42 | 0.30 | | Temp | NA | Dropped with proposal to reroute county road 2714 |
| t48a | | 0.30 | New | Temp | Converted proposed N48 to temporary |
| t48b | | 1.33 | NA | Temp | Need for access to proposed units 48 and 49 |
| t51a | 0.12 | 0.12 | Temp | Temp | Need for access to proposed unit 51 |
| t51b | | 0.26 | NA | Temp | Need for access to proposed unit 51 |
| t52 | | | Temp | NA | Dropped with modification to proposed unit 52 |
| t58 | | 0.29 | NA | Temp | Need for access to proposed unit 58 |
| t6 | | 0.41 | NA | Temp | Need for access to proposed unit 6 and proposed fuels unit 1 |
| t62 | | 0.14 | NA | Temp | Need for access to proposed units 62 and 90 |
| t63 | 0.42 | 0.42 | Temp | Temp | Need for access to proposed unit 63 |
| t7 | | 0.17 | NA | Temp | Need for access to proposed unit 7 |
| t79 | 0.20 | 0.20 | Temp | Temp | Need for access to proposed unit 79 |
| t81 | 0.51 | 0.51 | Temp | Temp | Needed to access deck site off Hanks Butte Road; extended for access to far edge of proposed unit 81 |

| Road Number | Draft Proposed Road Miles | Final Proposed Road Miles | Draft Proposed Action | Comment EA Proposed Action | Rationale for Decision |
|---|---|---|---|---|---|
| t89a | | 0.37 | NA | Temp | Need for access to new proposed unit 89 |
| t89b | | 0.32 | NA | Temp | Need for access to new proposed unit 89 |
| t90 | | 0.12 | NA | Temp | Need for access to new proposed unit 90 |
| Unauthorized Roads to be obliterated | | | | | |
| 1700431-A | 0.42 | 0.42 | Obliterate | Obliterate | Unauthorized |
| 1700431-B | 0.09 | 0.09 | Obliterate | Obliterate | Unauthorized |
| 1700444-A | 0.63 | 0.63 | Obliterate | Obliterate | Unauthorized |
| 1700437-B | 0.63 | 0.63 | Obliterate | Obliterate | Unauthorized |
| 1700437-C | 0.45 | 0.45 | Obliterate | Obliterate | Unauthorized |
| 1710431-A | 2.36 | 2.36 | Obliterate | Obliterate | Unauthorized |
| 1710431-B | 0.26 | 0.26 | Obliterate | Obliterate | Unauthorized |
| 1710431-C | 0.98 | 0.98 | Obliterate | Obliterate | Unauthorized |
| 1710431-D | 0.15 | 0.15 | Obliterate | Obliterate | Unauthorized |
| 1710431-E | 1.01 | 1.01 | Obliterate | Obliterate | Unauthorized |
| C-27050-H | 0.60 | 0.60 | Obliterate | Obliterate | Unauthorized |
| | 7.58 | | | | |